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Intimations.

15

Bovril is a food-beverage agreeable to the taste and of remarkable strengthening

and sustaining properties. It is an ideal
nourishment in cases of sickness and wear-
iness, and when from any cause ordinary
foods are not desirable.

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JAPAN  COALS.

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CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State

Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Hokoku, Hondo, Ichimura, Kanada, Kishida, Mameda, Mamour
Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yosbio, Yuokibata and other Coals.
N. INUZUKA, Manager, Hongkong
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GIN.	D.	Per Doz. - \$16.50
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SOLE AGENTS:
H. PRICE & Co.,
12, Queen's Road.
Hongkong, 26th January, 1903.

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TONIC WATER
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LITHIA WATER
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DEALERS IN JEWELLERY, PEARLS, DIAMONDS, JADESTONEWARE
CURIOS, SILKS, CARVED IVORYWARE, AND GRASSCLOTHS.

AND
GENERAL EXPORTERS.
No. 35, Queen's Road Central,
Next Door Messrs. LIANE, CRAWFORD & Co.
HONGKONG, 22th November, 1901.

STORY OF THE CHINESE RAILWAY CONCESSIONS.

Sir Charles Dilke will to-day call attention in the House of Commons to the extraordinary manner in which British railway concessions have been allowed to lapse in China since they were granted in 1898, and especially to the imminent transfer of the concession for the important Canton to Hankow line from American hands to Belgium.

In November of that year our Minister at Peking pirated a long list of British railway concessions, totalling 7,800 miles, or more than double what any of our rivals had obtained. To enable the reader to appreciate the present situation, let me add that this total was over four times the length of the one railway—Peking to Hankow—scheduled under the head of Belgium. In addition to the 7,800 miles precisely enumerated, there were many mining concessions to the Peking Syndicate, which carried with them the right to construct railway in the localities affected. The interesting story of the treatment of the Peking Syndicate cannot be told now for want of space. British railway concessions in China, therefore, exceeded the 7,800 miles of the schedule, and Sir Claude MacDonald, in his accompanying despatch, made the proud and satisfactory declaration that "in the war of concessions England had not come off second best." This despatch was written in November 1898, and was published with remarkable promptitude early in the following year. Mr. Balfour despatched in the House on our great triumph, echoed the flattering assurances of the Minister at Peking, and persuaded his followers and the country that British diplomacy had gained a glorious victory in China.

WHERE ARE THEY?

What has become of the railway concessions for 7,800 miles so triumphantly placed before the country by Mr. Balfour in the spring of 1899? What have they realised, and what do they promise to realise? The Tientsin-Shanhaiwan line of 500 miles represents the one concession that has been actually carried out, but as it has been transferred to the Chinese and lies in a part of China with which we shall have no concern when the inevitable disruption of China takes place, it can scarcely be claimed as representing a vital British interest. Eliminating that line, there remain 2,300 miles to be accounted for. Not one mile of that total has yet been constructed! Only one of the many concessions included in it—viz., the Shanghai-Nanking Railway of 180 miles, has reached the final stage of the signed contract preliminary to the issue of the prospectus!

A large number of these concessions have been lost beyond recovery. There is first the Yunnan line of 700 miles, which was definitely abandoned by us some time ago. There is in the next place, half the Shan-ung-Kiangsu Railway or 300 miles, as our share, that was to have been built by England and Germany in co-operation. But what Minister will have the temerity to propose to the country a repetition of Anglo-German co-operation in China after the Venezuelan experience? Moreover, this particular line is not wanted in the present phase of the Chinese question. By the elimination of these two lines alone the flattering total is reduced to 1,300 miles, and of this distance not less than 300 miles were set down for the half share of the Canton to Hankow Railway, now in jeopardy, and to which I wish chiefly to refer. Of the thousand miles remaining over, 100 are for the Kowloon-Canton line, 350 for an extension into Honan, and 550 altogether for lines in Kiangsi and Chekiang. Probably these thousand miles will eventually be built under British auspices, but after an interval of over four years there is only one line of 180 miles that has reached the eve of fruition. The pleasant table of 1898 therefore reads to-day as follows:—British railway concessions definitely acquired, 180 miles; possible, or even probable with the lapse of time, 820 miles; and 300 hanging in suspense. The last portion is the half-share of the Canton-Hankow Railway.

A CHINESE CLAPHAM-JUNCTION.

The practical question of the moment is: Are we going to lose by a tame surrender of our political rights not merely our half-share in it, but also the political control of the Canton-Hankow Railway? To this question some persons reply that it is too late, as we have lost them, and others declare that we never had any rights to lose. With regard to the latter objection, it should be a sufficient answer to refer to the despatch of Sir Claude MacDonald, in which these 300 miles are included in the list of British concessions. With regard to its being too late, it can never be too late to stop a proceeding before the work to which it relates has been accomplished, and a firm and emphatic protest now should certainly suffice to prevent the consummation of a scheme that must permanently injure our interests in China. If a protest does not suffice there are other and more positive ways of taking effective action both at Brussels and at Peking.

Railway concessions in China are not to be regarded solely as commercial matters. They were acquired by the efforts of our diplomacy, with the view of safeguarding our natural interests and securing an equipoise in political influence among the Powers. As an illustration of this truth, the joint German line referred to was to become British on entering Kiangsu because that province is within our sphere of interest, viz., the Yangtse Valley. But Hankow is also in the Yangtse Valley, and more than that, it must be regarded as the most commanding position in the upper portion of it. We allowed, by the most egregious supineness and neglect, a foreign line to be brought down to it from the north, thus intruding upon our domain. But are we going to allow it to be turned into a Chinese Clapham-junction, through which a whole system of foreign—that is, non-British—railways will pass?

The American syndicate, known as the Washburne-Carey group, which has in its possession

the concession for the Canton-Hankow line, has already parted with a considerable portion of its shares—at least, nominally—to the representatives of the King of the Belgians. It is said that 60 per cent. of the concession has been sold under certain conditions. Perhaps this is a slight exaggeration, and I have some reason to think that as yet the arrangement is more of the nature of a preliminary agreement than a definite bargain. There is no question that, so far as the letter of the concession goes, the American holders have the right to sell their shares; and it is no reflection on them to say that in the whole matter they have only thought of the business conditions and of making a profit. If they can secure the profit without the trouble of working for it, they are quite ready to clear out. That the transfer has not actually taken place is some evidence that the bargain is not completed, or perhaps that other machinations are on foot, with the object of making the Americans more willing to part on easier terms.

WHAT MAY YET BE DONE.

What is certain is that some American engineers who were to commence work on the line reached Hankow a few months ago, and that their proceedings have been so persistently obstructed, that up to the date of the latest news they had accomplished nothing. As everything is done in China on the order of Peking alone, I think it is probable that the obstruction will continue until the Belgian staff on the Pe-Han line, having completed its work, comes down into Hankow ready to undertake the Lu-Han line as well. Any one who knows the implicit faith expressed by the Chinese Government in the Belgians, and the effusive manner in which it grants their requests will see nothing improbable in the statement that means will be found to induce the Americans to transfer at least the whole of the control of the projected line to the Belgians.

What can we do to stop this? The American syndicate can part with its shares, but it cannot override the political exigencies and safeguards that dictated the support given by diplomacy to all the railway concessions in 1898. Sir Claude MacDonald vigorously supported the American concession for the Canton-Hankow Railway. He counted it as a British victory, and he included half of it among British lines.

It is absurd to say that a third party can come in and upset the whole understanding by buying the shares at a premium or discount. The very clause allowing the Washburne-Carey syndicate to sell at all was inserted so that the sole American might be converted into an Anglo-American syndicate, and now it is being turned against ourselves! Five minutes' conversation between Lord Lansdowne and Mr. Choate would suffice to show that what is really a plot to extend the operations of the Russo-Chinese Bank through Central to Southern China can still be nipped in the bud. If we cannot do anything else we can obstruct the commencement of the line by vigorous diplomatic representations at Peking, and thus, by borrowing the only characteristic of Chinese diplomacy that we have had any occasion to recognise, thwart the plans of our rivals by imposing interminable delays to their execution.—Daily Mail.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
FROM BOMBAY, COLOMBO AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.
From London, &c., ex S.S. Himalaya.
From Calcutta, ex S.S. Japan.
From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.
Goods not cleared by the 16th instant, at 4 P.M. will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.
All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.
No claims will be admitted after the Goods have left the Godowns.
E. A. HEWETT, Superintendent.
Hongkong, 9th April, 1903.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FROM CALCUTTA, PENANG AND SINGAPORE.
THE Company's Steamship
"NANSANG,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge or remaining on board after MONDAY, the 13th instant, at 4 P.M., will be landed at Consignees' risk and expense into Godowns at East Point.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.
Hongkong, 11th April, 1903.

"BARBER" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
S.S. "SAGAMI,"
FROM NEW YORK.
CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the Wharves delivery may be obtained.
A General Average Bond lying at the Office of the Underwriter has to be signed and a deposit paid before delivery of cargo can be obtained.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.
Hongkong, 11th April, 1903.

THE MANAGER,
HONGKONG TELEGRAPH CO., LD.
1, Ice House Road,
Hongkong.

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China
Also widely circulated in Japan, Cochinchina, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail
The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

ADVERTISEMENT RATES.

(per inch.)

One week.....	5 2/5
One month.....	7 2/5
Two months.....	13 00
Three ".....	20 00
Six ".....	37 50
Twelve ".....	73 00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts.....	5 per cent.
6 ".....	10 "
12 ".....	25 "

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages
at each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

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All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH OFFICE.

Estimates given for all classes of work on application to

THE MANAGER,
HONGKONG TELEGRAPH CO., LD.
1, Ice House Road,
Hongkong.

Intimations.

THE BRIGHT SIDE OF LIFE.

It is a feeling common to the majority of us that we do not get quite the amount of happiness we are entitled to. Among the countless things which tend to make us more or less miserable ill health takes first place. Hannah More said that sin was generally to be attributed to biliousness. No doubt a crippled liver with the resulting impure blood, is the cause of more mental gloom than any other single thing. A chronic dyspeptic, says an eminent English physician, is always on the verge of a mental upset. And who can reckon up the fearful aggregate of pain, loss and fear arising from the many ailments and diseases which are familiar to mankind. Like a vast cloud it hangs over a multitude no one can number. You can see these people everywhere. For them life can scarcely be said to have any "bright side" at all. Hence the eagerness with which they search for relief and cure. Remedies like

WAMPOLE'S PREPARATION

have not attained their high position in the confidence of the people by bald assertions and boasting advertisements. They are obliged to win it by doing actually what is claimed for them. That this remedy deserves its reputation is conceded. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, combined with the Comp. Syrup of Hypophosphites, Extracts of Malt and Wild Cherry. Nothing has such a record of success in Scrofula, Anemia, Nervous Debility, Influenza, Throat and Lung Troubles, and all emaciating complaints and disorders, that tend to undermine the foundations of strength and vigour. Its use helps to show life's brighter side. Dr. W. H. B. Atkins, of Canada, says: "I am pleased to state that the results from using it have been uniformly satisfactory." You can take it with the assurance of getting well. It is a preparation brought up-to-date and effective from the first dose. It never disappoints. At all chemists and A. S. Watson & Co., Limited.

THE ROBINSON PIANO Co., LTD.

NEW PIANOS

JUST ARRIVED

DIRECT FROM THE MAKERS

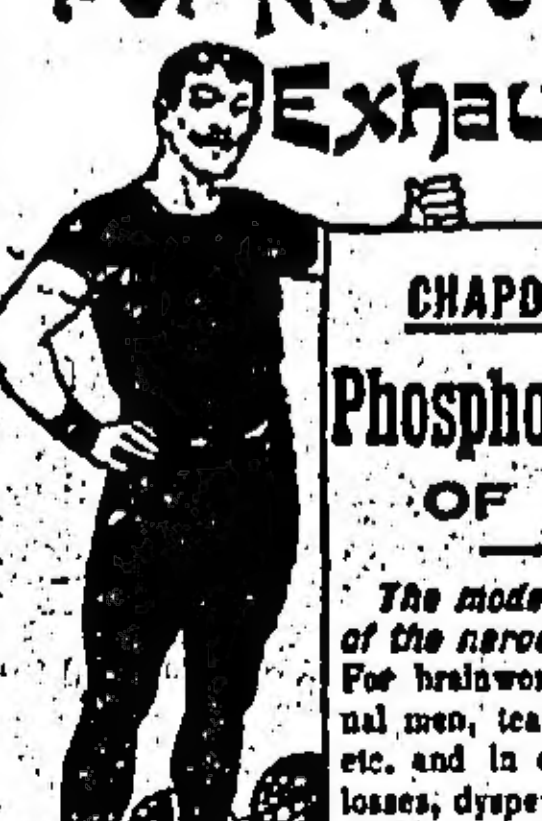
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COLLARD & COLLARD,
BRINSMEAD,
BECHSTEIN,
RACHALS & C.

The ONLY FIRM dealing EXCLUSIVELY
in PIANOS and MUSICAL GOODS.

Hongkong, 2nd April, 1903 [415e]

For Nervous Exhaustion



CHAPOTEAU'S
PHOSPHOGLYCERATE
OF LIME

The modern restoration of the nervous system. For brainworkers, professional men, teachers, students, etc., and in debility, seminal losses, dyspepsia of nervous origin and neuritis. It is readily assimilated and promotes digestion.

PHOSPHOGLYCERATE SYRUP (CHAPOTEAU)
PHOSPHOGLYCERATE WINE (CHAPOTEAU)
PHOSPHOGLYCERATE CAPSULES (CHAPOTEAU)
4, rue Villedou, PARIS-FRANCE

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.	STEAMERS.	DESTINATIONS.	SAILING DATES.
KAGOSHIMA MARU.....	K. Kori	KOBE and YOKOHAMA.....	THURSDAY, 16th April, at Daylight.
KINSHU MARU.....	F. L. Pyne	KOBE.....	FRIDAY, 17th April, at 4 P.M.
INADA MARU.....	W. Bainbridge	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.....	SATURDAY, 18th April, at Daylight.
HIROSHIMA MARU.....	J. Nagao	BOMBAY, via SINGAPORE and COLOMBO.....	TUESDAY, 21st April, at 4 P.M.
KAGA MARU*.....	Geo. Anderson	U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA.....	TUESDAY, 21st April, at 4 P.M.
KASUGA MARU.....	H. Fraser	NAGASAKI, KOBE and YOKOHAMA.....	WEDNESDAY, 22nd April, at Noon.
SADO MARU.....	S. J. G. Parsons	KOBE and YOKOHAMA.....	FRIDAY, 24th April, at Daylight.
YAWATA MARU.....	A. E. Moses	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.....	FRIDAY, 24th April, at 4 P.M.
HITACHI MARU.....	J. Campbell	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.....	SATURDAY, 2nd May, at Daylight.

* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 14th April, 1903.

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers.	Tons.	Captains.	1903.
Tacoma.....	2,812	A. Dixon	April 17
Hyades.....	3,753	Geo. Wright	May 5
Shawmut.....	9,666	W. M. Smith	May 21

Steamers marked (*) have no passenger accommodation.
The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.
Special rates allowed to members of Government Services.
Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.
For further information as to Freight or Passage, apply to

DODWELL & CO., LIMITED,
General Agents.
Hongkong, 6th April, 1903. [874d]

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

NOTICE.
STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

ALSO
PORTS OF BRAZIL AND RIVER PLATE

ON or about THURSDAY, the 23rd April, 1903 the Company's Steamship "TONKIN," Captain Schmitt, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via BOMBAY.
This Steamer connects at COLOMBO with the S.S. Ville de la Cloche, which vessel takes on her Passengers and Mails leaving that Port on or about the 2nd May, 1903, Direct to Suez, Port Said and Marseilles.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till NOON only on WEDNESDAY, the 22nd April, Specie and Parcels received until 4 P.M. on the same day.
Parcels are not to be sent on board, they must be left at the Agency's Office. Contents and Value of Packages are required.
For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.
Hongkong, 8th April, 1903. [1004c]

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.
司公限有船輪華中

FOR MANZANILLO, MEXICO AND SAN FRANCISCO VIA MOJI, KOBE AND YOKOHAMA.

THE Steamship
"CHINGWOW,"
Captain Parkinson, will be despatched for the above ports on SATURDAY, the 25th instant, at Noon.
For Freight or Passage, apply at the Company's Office, 35, Queen's Road Central, 2nd Floor.

J. S. VAN BUREN,
Superintendent.
Hongkong, 7th April, 1903. [436e]

Insurance.
NORTH GERMAN FIRE-INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept first class FOREIGN and CHINESE RISKS at current rates.

SIEMSEN & Co.,
Hongkong, 24th May, 1891. [1]

THE Public are hereby informed that no change has been made in the Rates of Subscriptions to the Hongkong Telegraph and they are warned against paying more than TEN CENTS (10cts) per Single Copy.

THE MANAGER,
HONGKONG TELEGRAPH CO., LD.
Hongkong, 14th January, 1903.

THE RETREAT—MOUNT KELLET.
HOUSES IN LEIGHTON HILL ROAD, FLATS IN MORETON TERRACE, CAUSEWAY ROAD, facing the Polo Ground, No. 1, RIVER TERRACE, GODOWNS at BOWINGTON, Pines East.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Announces, 27th January, 1903. [150c]

TO LET.
"EX FLOR," No. 10, SAN LOURENÇO, MEXICO.
From 1st April next.
Apply to—
DR. G. P. JORDAN,
4, Connaught Buildings,
Hongkong, 2nd March, 1903. [258e]

TWO SPACIOUS GODOWNS—Nos. 95 and 96, PRAVA EAST.
Apply to—
H. N. MODY,
Victoria Buildings,
Hongkong, 2nd February, 1903. [1328d]

TO LET.
SEVERAL NEWLY BUILT EUROPEAN HOUSES IN LEIGHTON HILL ROAD.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
No. 8, Queen's Road West,
Hongkong, 20th October, 1902. [1104d]

TO LET.
THE RETREAT—MOUNT KELLET.
HOUSES IN LEIGHTON HILL ROAD, FLATS IN MORETON TERRACE, CAUSEWAY ROAD, facing the Polo Ground, No. 1, RIVER TERRACE, GODOWNS at BOWINGTON, Pines East.

Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE & SPIRIT MERCHANTS

SCOTCH
WHISKY.

WATSON'S

CELEBRATED
BLEND

VERY OLD LIQUEUR

SCOTCH WHISKY.

A blend of the finest WHISKIES
distilled in SCOTLAND, of great age, very
fine and mellow.Pronounced by Connoisseurs to be the
BEST BLEND in the FAR EAST.

Per Dozen ... \$16.50

The following are also recommended,
and are unsurpassed in quality:—

A.—THORNE'S BLEND ... \$12.00

B.—GLENORCHY, MELLOW
BLEND, a fine 'SODA'
WHISKY of great age ... 12.00

C.—ABERLOUR-GLENLIVET ... 13.50

D.—H.K.D. BLEND OF THE
FINEST OLD MALT SCOTCH
WHISKIES ... 16.00A. S. WATSON & Co.,
LIMITED.

THE HONGKONG DISPENSARY.

TELEPHONE NO. 25.
CABLE ADDRESS: "WATSON," HONGKONG.
A. H. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣

17A, QUEEN'S ROAD.

FURNITURE
DEALERS.DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.ELECTRO-PLATED,
GLASS, and
CHINA WARES,
PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES,
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.PHOTOGRAPHIC
DEPARTMENT.DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 8th July, 1902. [728d]

CARMICHAEL AND
CLARKE,CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.

A. B. C. Code, 4th Edition.

A. J. Code.

Lieber's Standard Code.

TELEPHONE, 332.

Hongkong, 20th March, 1903. [1355d]

THE Beer to drink in the tropics is the Beer

made in the tropics—SAN MIGUEL.

MARRIAGES.
On the 14th inst., at St. John's Cathedral, by the Rev. F. T. Johnson, M.A., ERNEST GRANVILLE, only son of the late Edward Jordan, Esq., of Kent, England, to EILEEN MAUD MARY, eldest daughter of H. T. Chunnutt, merchant of Melbourne.

(Sydney and Melbourne papers please copy.)
On the 12th March, at Mienchou, Szechuan, ERNEST A. youngest son of Mr. P. G. Hamilton, Jersey, to IDA, youngest daughter of Mr. T. Mitchell, of Torquay, Devon, both of the Church Missionary Society.

On the 21st March, at H.B.M.'s Consulate and at St. John's Church, Hankow, by the Rev. A. M. Shearman, GEORGE W. DAVIDSON, Lieutenant, R.N., to WINIFRED J. CORWINNE LANOIR, of Shanghai.

On the 4th April, at St. Andrew's Cathedral, Singapore, by the Ven. Rev. Archdeacon Dunlop, assisted by the Rev. Holland Stubbs, HENRY LAKE COGHILL, Hon. Lieut. Singapore Volunteer Corps, son of the late Michael Coghill of Ryde, Isle of Wight, to ROSE EMILY, youngest daughter of the late Benjamin Smith of Chelmsford, Essex.

DEATH.
On the 4th inst. at his residence, Oxley Road, Singapore, Capt. JOHANN TUTEIN, at the age of 73 years through failure of the heart. For twenty-five years a partner in the firm of Messrs. Hummer & Co.

The Hongkong Telegraph

HONGKONG, TUESDAY, APRIL 14, 1903.

THE HEALTH OF THE COLONY.

During the week ended the 11th inst. the number of cases of communicable disease notified as having occurred in Hongkong was 27, 25 of which were bubonic plague and two small-pox. This seems to indicate a general improvement in the health of the Colony, and although plague figures are much higher than they were this time last year we may look forward with confidence to a diminution as soon as the damp and muggy days preceding summer are past. From the return of plague cases for the week just ended, it appears that during that period there were 23 cases with 20 deaths amongst Chinese, and two fatal cases in the Indian community. Since the beginning of the year the plague has attacked one European, who succumbed to the disease, 211 Chinese, of whom 203 died, and four other Asiatics, who did not recover. Thus the total number of cases from January 1st to April 11th is 216, 208 of which proved fatal.

SIDE-LIGHTS AND LARGE STEAMERS.

In an interesting letter addressed to the Master and Elder Brethren of the Trinity House, Mr. Basil C. Combe, master mariner and Younger Brother of the Trinity House, raises a point worthy of consideration. He suggests that, in view of the great increase in the number of monster steam vessels carrying passengers, navigated at great speed, with tier upon tier of electrically lighted cabins, at sunset, when the order is given for the regulation lights to be exhibited, that each cabin porthole on the starboard side should be screened by a small green curtain, with red curtains on the port side. This, he maintains, would enable navigators to easily pick out the red or green side lights. He asserts that on passing or overtaking vessels of large or of intermediate size it is often impossible to distinguish the port and starboard lights (generally modest oil lamps) from the glare, and contends that, but for the now happily common double masthead lights (one at the fore and one at the main) one cannot tell in which direction such a vessel is travelling. He continues, "I cannot resist the conclusion that the present practice is an infringement of the spirit of Article 1 of the 'Regulations for Preventing Collisions at Sea' (Order in Council of November 27th, 1896), which reads:—'The rules concerning lights shall be complied with in all weathers from sunset to sunrise, and during such time no other lights which may be mistaken for the prescribed lights shall be exhibited.' The glare from electrically lighted cabins cannot, of course, be mistaken for side-lights; but it hides them, and the present practice merely evades the spirit of the rule. What action, if any, has been taken regarding the subject, we have not yet heard, but should imagine that navigators in Far Eastern seas would prefer attention being directed with a view to compelling junks and other small craft, scattered indiscriminately over the China Sea, generally on the principal tracks—to carry a respectable light in a respectable position in place of the cans of oil smoking away on the sterns. Some of our seafaring readers may have something to say on the point, for it is to them and to them alone that one can obtain the best information on a subject that must one day call for serious consideration. Far Eastern trade is slowly growing and will continue to do so. This, of course, means that shipping is growing year by year. Last year entries into China from foreign ports were 8,737 vessels, aggregating 7,224,000 tons, as compared with 7,757 vessels, having a total tonnage of 6,339,000, in 1901. Then there were the coastwise entries, viz., 25,698 vessels, making 19,749,000 tons, as against 24,438 vessels, representing 17,853,000 tons.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

the previous year. With a total tonnage, entries, and clearances of 53,990,000, which is increasing year by year, it is inevitable that something must shortly be done to ensure doubly safe the lives of those navigating valuable ships and cargoes on a sea dotted with small craft moving about without practically any thought being given for their own safety, or, as a matter of fact, for the safety of anyone else.

LOCAL AND GENERAL.

ON the third page is printed the 'Story of the Chinese Railway Concessions.'

Never pass LeMunyon's New Store without stepping in. He always has something to please you.—*Advt.*

It is rumoured in Japan that Sir Henry, Lady, and Miss Blake intend visiting the Osaka Exhibition.

THE *Kishan* is leaving on her maiden voyage for Canton to-morrow, and we feel certain that a most enjoyable and successful trip will result.

THE two British destroyers that H. M. S. *Amphitrite* is to tow from Honolulu to Hongkong are the *Sparrowhawk* and *Vivago*, of 360 tons each.

MR. W. A. Pinkerton, one of the principals of Pinkerton's International Detective Agency, is staying at the Hongkong Hotel.

THE O. S. K.'s monthly steam ship service between Kule and Tsingtau, via Meiji and Nagasaki, receives a subsidy from the German authorities of ¥10,000 per annum.

MR. A. Mackie, Chief Inspector of Police, Mrs., and Master Mackie leave for home in the P. & O. s.s. *Java* to-morrow. This popular chief has been a good servant to Hongkong for 32 years. May others follow in his footsteps.

H. M. S. *Rambler* is expected here on or about the 17th inst. to dock. H. M. S. *Brimstone* will probably leave this on or about 20th inst. for Weihaiwei, and H. M. ships *Kinalda* and *Thetis* are expected here on 19th and 29th inst. respectively, to undergo repairs.

Should you desire anything in the photographic line, you will be promptly served at C. E. LeMunyon's New Store, No. 31 Des Vœux Road, Central.—*Advt.*

RETURN of visitors to the City Hall Library and Museum for the week ending 12th April, 1903:—

	Library	Museum
Non-Chinese.....	252	49
Chinese	70	2,382
Total	322	2,431

INFORMATION was recently received at the head quarters of the Hongkong Detective Office that a gang of burglars was nesting in Second St. Inspector T. H. Gidley despatched Sergeant Kerr and a Chinese constable to the locality, with the result that six men and two women were arrested. Some of the articles seized have already been recognised by complainants, but the case is remanded for further evidence.

THE heaviest snowfalls of the present winter were reported from parts of England on the 8th ult. Rain and hail fell everywhere in Great Britain and Ireland, accompanied by gales, causing floods and great damage between Londonderry and Coleraine. Havoc was caused by the breaking of the sea wall. Thousands of acres of farm lands were submerged, and hundreds of families fled from ruined houses. In the north-east part of Warwickshire several villages were inundated and cut off from communication with the neighbouring towns.

ACCORDING to a telegram to the Manila *Cablenews*, tremendous sensation has been created in Europe and America by the publication of apparently authoritative statements that King Alfonso of Spain is in an unusual mental condition. The reports even go so far as to state that the King is positively insane, and support the statement by the relation of various queer actions during the past few months. The correspondent claims to have had intimations from a court physician that such is the case. The report is indignantly denied by the Spanish court, but is supported by the Republicans. Several challenges have already been passed on account of the controversy.

A PEKING dispatch states that there are many things, on which the Throne will like to consult with Chang Chih Tung as soon as he arrives at Peking. The following are the most important:—

- (1) The indemnity question and to request the U. S. Government to consult with the Powers on the subject.
- (2) Measures to preserve the stability of silver.
- (3) To preserve the privilege of railways from passing entirely into the hands of foreign nations.
- (4) The question of inland navigation and free access to the interior, and how to prevent complications.
- (5) How to handle the students in Japan and other foreign countries.
- (6) The expansion of the Wuchang Military School and the establishment of another one on still larger scale.
- (7) The reorganization of the Peyang Squadron.

Bring your pictures to LeMunyon's to be framed. He has the very latest patterns in picture moulding, and is sure to please you.—*Advt.*

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

Keep up with the times and have your Developing and Printing done at LeMunyon's. His work is of the very best and thoroughly guaranteed.—*Advt.*

A MARRIAGE has been arranged between Mr. E. A. Morphy, Editor, *Strait Times*, and Miss Annie Lloyd, eldest daughter of Mr. J. T. Lloyd, of Powell & Co., an old and respected resident of Singapore.

THE publication of *The Straits Echo* and *General Advertiser* at Penang is postponed until 11th May owing to unavoidable delay in shipment of the new and thoroughly up-to-date plant ordered from Europe.

THE s.s. *Tringganu* recently struck on an uncharted reef the soundings round which were found to be less than charted. The bearings of the reef were "Noh island true course South, 73 West, South East point of Free island true course South 41 West."

AT the St. John's Cathedral this morning, the Rev. F. T. Johnson, M.A., officiated at the marriage of Mr. Ernest Granville Jordan, of Maidstone, Kent, and now of the Hongkong Hotel, and Miss Eileen Maud Mary Chunnutt. There was a large gathering of the bride and bridegroom's relatives and friends. Mr. A. G. Ward was the organist, and the service was fully choral. The bride, who is the eldest daughter of Mr. and Mrs. H. T. Chunnutt, of Melbourne and Sydney, was, owing to the unavoidable absence of the father and the two eldest sons, given away by the third brother, Mr. A. E. Chunnutt, of the Douglas s.s. *Hatchling*. Mr. H. J. Spittles, of Messrs. A. S. Watson & Company, acted as best man. The bride, who looked very charming, was dressed in white Surah Lee, bodice and skirt veiled white with bebe orange blossoms, and wore a veil and wreath composed of orange blossoms. She carried a lovely bouquet of lilies and tuba roses. Misses Myra and Doris Chunnutt (sisters of the bride) were the bridesmaids and were attired in dresses of pink pina (Filipino) cloth with white insect and bebe ribbon, and were wearing turquoise brooches. After the ceremony, the happy couple, accompanied by the bride's mother, brothers, relatives and friends, had their photographs taken by Mr. Le Munyon at the Volunteer Headquarters ground, and then adjourned to No. 38, Caine Road, the bride's residence, where the head of the bride and bridegroom was drunk. Mr. and Mrs. Jordan left for Canton per the s.s. *Pusan* to-night, where, after a few days' ramble, they proceed to Wuchow and Macao.

Mr. Jennings: I say, Mr. Cornwall; how does that numbering machine, which you recently purchased from LeMunyon, work?
Mr. Cornwall: First class, Sir; I do not know how I got along without one so long.—*Advt.*

HONGKONG RIFLE ASSOCIATION.

The Hongkong Rifle Association held their 21st annual prize meeting at Kowloon—probably the last one at the present range—on Friday, Saturday and Monday. Though the shooting was not up to last year's mark, nor the entries for Championship and Nursery so numerous, it was considered very fair. No complaints could be made regarding the weather, the wind being steady, although the ever changing light made the sighting at times tricky. Mr. D. Baldwin it will be remembered, won the Championship last year by a score of 305, beating Mr. Lammert's, of this season, by four points. No possibles were made in connection with the Championship and Nursery this year. A naval party took charge of the butts, and Mr. Mowbray S. Northcote, hon. secy. and treasurer, was the hardest worked man connected with the meeting. It was he who subsequently distributed the prizes. Besides the pool prizes, there were presented by Sir H. A. Blake, Vice-Admiral Sir Cyprian Bridge, Major-General Sir W. J. Gascoigne, Commodore Robinson, Sir P. Chater, Hon. C. W. Dickinson, Mr. E. R. Bellis, Ladies Rifle Association and Hongkong Rifle Association. Prizes for the Ladies' Nomination were presented by Messrs. Falconer, Kelly and Walsh, Lane, Crawford and Co., Brewer and Co., Lok Ling, Wing Hing, and the staff of the Hongkong and Whampoa Duck Co. The following are brief results of the shooting:—

CHAMPIONSHIP, 200 YDS.		Total.
G. P. Lammert	34	33
R. M. Lloyd, R.N.	33	33
H. Horley	33	33
500 YDS.		
J. J. Pidgeon	34	34
G. P. Lammert	33	33
R. Stewart	33	33
600 YDS.		
R. Stewart	34	34
G. P. Lammert	33	33
H. Horley	33	33
AGGREGATE.		
G. P. Lammert	34	33
R. Stewart	33	33
R. Lapsley	33	33
H. Horley	32	33
2nd STAGE, 500 YDS.		
J. H. Pidgeon	49	49
R. M. Lloyd, R.N.	47	47
R. Stewart	46	46
600 YDS.		
R. M. Lloyd	70	70
Sergt. Davies	68	68
G. P. Lammert	67	67
W. G. Stackwood	66	66
AGGREGATE.		
R. M. Lloyd, R.N.	47	117
Sergt. Davies	46	114
G. P. Lammert	46	113
W. G. Stackwood	44	110

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3RD STAGE, 700 YDS.		
R. Stewart	.	49
Col. Sergt. Cross	.	48
R. M. Lloyd, R.N.	.	48
800 YDS.		

were for himself, and the other stick and pin for his son. Every one of them wished Mr. Mackie a long life in which to enjoy his pension, and hoped he would keep in memory the Hongkong Police Force (appliance).

Mr. Mackie thanked Capt. Lyons for his very kind remarks and all the members of the Force and other friends for the presents which, if he had a record of service in the Colony, was certainly a record number of gifts for him to receive. The Police Force, he said, had greatly changed since he came to the Colony 31 years ago, and he need only point out that in the compound there used formerly to be gravel instead of cement and a fine tennis court. The whole of the Force had now been placed on a far better footing as regards pay and comfort than formerly. In a police career much depended upon the start one made, and he advised the younger members of the Force to pay strict attention to all orders and regulations, and not be getting reported for small, petty breaches of barrack regulations. It was very annoying for a young man to have to attend defaulters' parades for petty matters and said he was sure that anyone, with an average amount of intelligence, need not retire from the Hongkong police under the rank of an Inspector. On behalf of Mrs. Mackie and himself he thanked the members of the Force and friends for their great kindness to both of them. He was sorry to leave Hongkong, but he wanted a holiday, and at his time of life it was scarcely worth while returning to the Force. He bade them good-bye, and hoped they would live and earn their pensions and enjoy it afterwards (applause).

Addressing Sergt-Major Lall Singh, he thanked the Indian Contingent of the Force for their present, and observed that when he arrived in Hongkong there were some of the Lucknow warriors in the Police, who had served under Sir Colin Campbell.

After drinking Mr. Mackie's health and raising three hearty cheers and the inevitable "ger," the company dispersed.

NAVAL AND MILITARY CHAPTER.

Mr. F. Howell (30), Head Butliff, is leaving on home leave in the German mail s.s. *Sachsen*, to-morrow. While away he is commissioned to make an application in connection with the formation of a new chapter at Hongkong (Scottish Constitution), to be called the Naval and Military Chapter. Mr. H. Jewell, W. M. St. John's Lodge, takes Mr. Howell's place as secretary of the new Masonic reading room.

THE LILLIPUTIANS.

The story of "the tea house of ten thousand joys" was re-told by the *Lilliputians* at the Theatre last evening, and it will be replaced to-night by *The Belle of New York*, which is one of the Pollard's best efforts. Whenever this musical comedy is staged in Hongkong, it always draws a large house, and we feel confident that to-night and to-morrow will furnish no exception. On Thursday and Friday *La Mascotte*, which has not been played in the Colony since the *Lilliputians* staged it in 1897 when the Company's present single manager took the part of *Farm y Recco*, will be presented. On Saturday a grand matinee performance of the piece is announced, and the management assure us that the curtain will go up for certain at 3.30. *A Gaiety Girl*, in which the popular song *Leave a go away and let me sleep* is introduced, will be the attraction on Saturday and Monday nights.

TELEGRAMS.

(Reuter's.)

The Strike in Holland.

The First Chamber of the States General at an urgent sitting has passed the anti-strike law which has been sanctioned by the Queen and comes into force immediately.

Illegal Combinations in the United States.

The United States Court of Appeal has recently decided that the amalgamation of the Northern Pacific and Great Northern railways is an illegal combination; this decision is a great victory for President Roosevelt, who initiated the suit, and completing the estrangement of the great capitalists of his party, is likely to have important political and commercial results.

12th April.

Algeria.

Resignation of Governor-General.
The sudden resignation of M. Revoll, Governor-General of Algeria, on the very eve of President Loubet's visit, has caused embarrassment, though the arrangements for the visit are not thereby modified.

The America Cup Defender.

The America Cup defender *Reliance* has been launched. She has more beam, and is more skimmingish in shape than any previous defender *Horshoff* has built.

(N. C. D. News.)

The London Education Bill.

London, 8th April.
Sir William R. Anson, Bart., M. P. (Unionist, Oxford Univ.), Parliamentary Secretary to the Board of Education, has introduced in the Commons a Bill abolishing the London School Board, and making the County Council the supreme educational authority.
Sir Henry Campbell-Bannerman, the Liberal leader, strongly opposed the measure, and there is a prospect of the renewal of last year's Education struggle.

The Japanese Commercial Treaty with China.

Tokio, 9th April.

The negotiations between China and Japan for a revised commercial treaty are virtually concluded. Only two or three points await fuller discussion, notably the liquor question.

Japanese and the Evacuation of Manchuria.

Tokio, 9th April.

The excitement is growing among a section of the Japanese public because of the illusory character of the Russian evacuation of Manchuria. Two non-political Parties met at Tokio on the 8th instant, and passed a resolution praying the British and Japanese Governments to urge China to insist on the restoration of the reality of the executive power in Manchuria, and open the three provinces to foreign trade.

A Professor at the Tokio University addressed the meeting in Chauvinist strain, declaring that nothing was capable of converting the evacuation into a practical fact except war, for which Japan is fully prepared, it being a vital necessity for her to keep Manchuria accessible to her rapidly-increasing surplus population. The agitation is still not serious.

International Courtesies.

London, 9th April.

Four battleships from the British Channel squadron have been ordered to Algiers to salute President Loubet on the occasion of his visit to that colony on the 14th inst.

The Labour Troubles in Russia.

Berlin telegrams report strikes at Nijni Novgorod, followed by serious riots, the artillery firing on the mobs, with 130 casualties in a single engagement.

The Strike in Holland.

London, 10th April.

There is no improvement in the situation in Holland, where a general strike has been proclaimed.

CANTON NOTES.

(From Our Correspondent.)

CANTON, 13th April.

PIRACIES.
The British launch *Wing Chun* was pirated near the north-west of the City on Thursday. Two soldiers were killed and several civilians wounded. This morning at 4.30 the *Kong Wah* was pirated and four men killed. It seems exceedingly strange that nothing is heard about the gunboats. Piracy after piracy is reported, and they continue riding anchor off Sham'en.

THE EXPLOSION.

Some of the powder which did not explode on Friday is now being removed from the East Gate arsenal to the one at the North Gate. One would have thought the recent disaster would tend to make the coolies more careful in the manner in which they go to work, but instead of any change they continue handling the powder as though it were dry fish and smoke and throw matches about without any thought of the nature of the material around them. No account has been taken of the number killed and wounded by the explosion. The exact number will probably never be known, and where so many are concerned one can only give the total in round numbers.

THE NEW PORTS.

I understand that a record in the passenger traffic on the West River has been established since the opening of the new ports.

ASK FOR ASAHI JAPANESE BEER—G. Gimult.

EXPORT OF CATTLE FROM HONGKONG.

Week after week Hongkong receives and exports cattle to Manila, and contrary to what would be imagined, they are welcome passengers aboard ship inasmuch as the Chief Officer receives a substantial *cumsha* if they are delivered to the consignee in a creditable condition. Comparatively few of the cattle are reared in the pasturelands of the New Territory, but arrive here from the banks of the Canton and West Rivers. Hongkong's business with this meat supply for the Manila Yank, and his 'little brown brother', is confined to transhipping, and making a 'squeeze'. It has been fairly demonstrated after trial that our Northern River competitors at Shanghai are not favourably situated for contest.

YANISZE INSURANCE ASSOCIATION, LIMITED.

At the thirteenth ordinary general meeting of the shareholders of this Company to be held on April 21st, the report of the Mr. W. S. Jackson will show the working account for 1901 and former years. This account shows a credit balance of \$168,888, against \$160,217.97 on the 31st December, 1901. The directors recommend the payment of a dividend to shareholders of 20 per cent out of this account and the transfer of \$20,223.11 to the credit of reserve fund. The account will then stand as follows:—
Dividend of 20 per cent. (= \$12 per share) \$ 96,000.00
To reserve fund 20,223.11
Balance to be carried forward 5,265.49
\$168,888.60

The dividend will be paid in taels at exchange 73. \$12 @ exc. 73=taels 8.76 per share.

THE CHINESE ENGINEERING AND MINING CO., LTD.

It is a very important question, both for the shareholders in the Chinese Engineering and Mining Co., Ltd., and for all other mining companies in which foreigners are or may be interested in China, whether the agitation now being carried on by a combined committee of Chinese and foreign shareholders in the above-named company should be dropped. It must be remembered that this company is practically fighting the battle of foreign mining enterprises in China; if it fails, from internal dissensions or from the pressure of the Chinese Government, the failure will be a serious blow to all foreign enterprise.

The history of the company has been a stormy one, says the *N.C.D. News*; during the troubles of 1900 it was sold to save it from a worse fate and the uncertainty was so great that it was sold cheap. The buyers sold it to a syndicate, and the syndicate sold it to the present company, the price, as is always the case in such operations, increasing with each transfer. When the troubles were over, the Chinese seller Chang Yen-mao repented of his bargain, and wanted to get his property back, and he succeeded in getting the foreign shareholders in China to join with him in bringing charges against the transactions connected with the original sale of the property, and its acquisition by the present company. The result of a dispute lasting two years—we are not discussing the merits of the dispute—is that the value of the company's shares and debentures is depreciated, and the company is working under great difficulties created by the Chinese on the strength of the support afforded by the foreign agitation. This agitation has doubtless been useful up to a certain point; but the point seems now to have been reached. The aim of all the shareholders now should be to make the company a success; to continue the agitation is simply to play into the hands of Chang Yen-mao and the Chinese Government, whose aim it is to get rid of foreign ownership altogether from the mines. We take the following from an interview with Mr. Moreing reported in the *Westminster Gazette* of the 24th of February:—

"It is interesting to note also that for years the old company paid dividends at the rate of £300,000 a year, which was raised to £150,000 directly it came under European control. In view of this extraordinary difference in net results the native shareholders came to realise the real value of their property, and started an agitation to know why it was sold."
"Best of this, the Chinese officials—who had plundered the company for years of this difference between £150,000 and £300,000—brought official pressure to bear; and Chang Yen-mao, the Director-General of Mines for the Chinese Empire, who sold the property, was afraid to disclose the real nature of the transaction, shareholders and officials alike being kept in the dark as to the existence of the deed of sale."

"It is clear, therefore, from this statement—which puts an entirely different construction upon the whole matter—that the agitation has all along been a bogus one. The shareholders were wilfully deceived. Chang Yen-mao, while posing as a badly used person, was all the while in possession of the deed of sale, under the provision of which he knew the whole action of the directors was unassailable."
"It is unquestionable that until the arrival of the present general manager, the administration of the company was very defective. The staff was excessive, the arrangements were unbusinesslike, and there was general confusion and want of management. All this has now been remedied, and the company is being administered in China, without any attempt to work it from London, on English lines with English employees. But in the past it was such a lucrative source of income to the

Chinese officials, that every effort is being made to recover the mines by making Chang Yen-mao repudiate his sale; and if this attempt succeeds, the shares and debentures of the company will become valueless. Already considerable harm has been done, for the support given to Chang by the foreign shareholders in China has emboldened him, as Director-General of Mines, to stop the development of the coal field owned by the company, and to put difficulties in the way of the sale of its 'coal.' At the meeting at Tientsin in November last, Chang assured his foreign supporters that whatever happened their interests would be preserved, but the acceptance of such a bribe by the foreign shareholders would have been a deathblow to the investment of European capital in China in the future; and if the foreign shareholders helped Chang Yen-mao to repudiate his sale of the mine, what security would they have that he would not in turn under pressure from his Government, repudiate his promise to them?"

ASK FOR ASAHI JAPANESE BEER—G. Gimult.

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It must be remembered that the present company is not the original concessionaire, and is simply a purchaser of the concession, and that an agitation to prove any invalidity in the original concession or in the terms of the transfer, is simply to attack the validity of the title under which the present company holds the property; it seems to be, in fact, an attempt of the shareholders to destroy their own property. Therefore we think that the interest of foreigners all round the agitation should be stopped, the dead past should be allowed to bury its dead, the present management should be backed up in every way, and any agitation should be in the direction of compelling Chang Yen-mao to further the development of the coal field and fulfil all his obligations to the company. The Chinese shareholders are as much interested in this as the foreigners, and the support of the British Minister can be relied on, as it is highly important to British interests that the property should be in the hands of a British company. The prosperity of the company is very seriously threatened by the continuance of the agitation; but relieved of the unnatural antagonism of its own shareholders, and with their support frankly accorded to the present management, the company would have a fair opportunity of developing its property and becoming a prosperous concern, while at the same time proving itself a valuable ally to the Chinese Government in helping it to meet its financial difficulties.

In connection with the above the *N. C. D. News* points out that the following facts should be noted:—

- 1.—The Belgian Mining Engineer-in-chief is now on his way to Europe having been superseded in November last by Mr. Wilson.
- 2.—The whole of the staff at Tongshan are now British.
- 3.—Only four Belgian miners are now in the Company's employ and they are concentrated in the minor shafts at Lins and N.W. shaft.
- 4.—The internal administration of the Company has been reorganised. All accounts and payments are concentrated in the head office.
- 5.—No payments are made unless personally sanctioned by the General Manager.
- 6.—The business of the Company is being conducted on the lines of a commercial firm.
- 7.—No staff is being sent out from Europe by the Board.
- 8.—No material or plant is being sent out unless specially indentured for.
- 9.—The Board are not endeavouring to control the working of the Company from Europe.
- 10.—The Company, though owning a very large coal field, is prevented by Chang Yen-mao as Director-General of Mines from boring and sinking new shafts. This is crippling the operations of the Company and prevents it getting new good coal to supplement the worked-out old pits at Tingshan.
- 11.—The Company has not been given possession of any of the land it owns at Ching-wang-tao.
- 12.—Various lands have not yet been handed over to the Company.
- 13.—One of its steamers still sails under the Chinese flag as it has not yet been formally handed over to the Company.

HEMP EXPORTS ARE DUTABLE.

Collector Shuster has rendered a decision in the matter of a protest by Messrs Warner, Barnes & Co., who complained against an export duty assessed on a cargo of hemp shipped direct to the United States.

The amount of the assessment reaches the sum of \$12,622.50, and the protest has been overruled and denied. The decision of the collector is creating much comment among the exporters in Manila.

Warner, Barnes & Co. base their protest on the ground that export duties upon Philippine products shipped direct to the United States for consumption therein, which enter the United States free of import duty, have been abolished by law and that the Manila hemp in this particular shipment falls under this category.
Section 2, of an Act of Congress, approved March 8, 1902, contains the following clause or words: "But all articles, the growth and products of the Philippine Islands admitted into the port of the United States free of duty and coming directly from said Islands to the United States for use and consumption therein, shall be hereafter exempt from any export duties imposed in the Philippine Islands." Collector Shuster bases his decision on a clear study of this law. He finds that in order to obtain exemption from export duty granted to Philippine products sent to the United States, it is necessary that the products shall have fulfilled certain conditions, which, in the very nature of things, could only exist subsequent to the exportation.

Hemp (in a certain form) is on the free list, but the collector states that his office is not authorized to "admit" it free of duty into the United States nor to determine its non-dutability on its exportation from these Islands. To grant exemption from export duty here on the assumption that a given shipment would be admitted free into the United States would not be "justified" either by law or sound business policy. *Manila Times.*

ASK FOR ASAHI JAPANESE BEER—G. Gimult.

Commercial.

TO-DAY'S INTELLIGENCE.

Market opened rather firm after the long spell of the Easter holidays. HONGKONG FIRES have been sold at \$3.10 and there are small buyers at this rate. CHINAS are offering at \$8.4. INDOS are quoted \$109 buyers. Star Ferries show an improvement and are wanted at \$274 and \$15 for Old and New, respectively. CHINA SUGARS have slightly advanced to \$105.50 with buyers. RAUBS have been sold at \$7.50 and have further buyers. There is a reported big undertaking for the DOCK Co. and shares are accordingly inquired for at \$116 without shares being forthcoming. HONGKONG LANDS are offering in small lots at \$175. HONGKONG HOTELS had sales at \$145.50, and HONGKONG COTTONS at \$16. ICES are wanted at \$32.50. CHINA PROVIDENTS continue on offer at \$9.60 without inducing buyers.

THE PUNJON MINING CO., LD.

The Secretary of the above Company advises us that he has received telegram from the mines giving the result of preliminary crushing of ore from Swah up to the 9th inst., which gave a yield of 64 ounces of smelted gold for 115 tons of ore, equivalent of 11 dwts. 3 grains per ton. Value 1 at \$2.60.

HEMP.

Messrs. Warner, Barnes & Company, Ltd., in their weekly circular, dated Manila, 31st March, state:—Since our last issue, the market has ruled very weak with declining tendency, and values have dropped \$2 per picul in the interval. Dealers have found it impossible to dispose of their accumulated stocks at anything near their first cost and contemplate putting a portion off sale. Demand in consuming markets has abated and this, added to recent receipts, has the effect of forcing prices down. We quote fair current with sellers and no buyers at \$19.50 per picul first cost, equal at exchange 1/7 13/16 to £30. 14. 2 per ton f. o. b.

SUGARS.

Writing under date, Manila 31st ult., Messrs. Warner, Barnes & Co., state:—Iloilo: Although shortly after the issue of our last circular, some parcels of No. 1 changed hands at \$5.62 per picul, market has been steadily going down ever since, and to-day we quote \$5. per picul for usual assorted, equal at 17/13/16 exchange to £7. 3. 0 per ton f. o. b. with sellers and no buyers. No doubt, with actual business before them, dealers would let go at a reduction from this price.

RICE.

In their report from Manila, dated March 31st, Messrs. Warner, Barnes & Co. write:—Owing to very light stocks in the market, prices have ruled higher since our last, and Saigon having been sold at \$7.25 per picul f. o. b. The provincial demand is, however, very limited yet, but expected to improve soon. Saigon market continues very steady, and it is possible that the expected decline during next two months may not be realised to the full extent, as the estimated crop shortages in producing markets may then be felt.

EXCHANGE.

ON LONDON, Telegraphic Transfer 1/7 5/16
" Bank Bills, on demand 1/7 5/16
" Credits, 4 months' sight 1/7 11/16
" D'cents 4 months' sight 1/7 13/16
ON BERLIN, (demand) M. 1.05
ON PARIS, Bank Bills, on demand 2.03
" Credits, 4 months' sight 2.07
ON NEW YORK, Bank Bills, on demand 39 1/2
" Credits, 30 days' sight 39 1/2
ON BOMBAY, Telegraphic Transfer 120 1/2
" On demand 121 1/2
ON SHANGHAI, Telegraphic Transfer 73 1/2
" Private 30 days' sight nom.
ON YOKOHAMA, T.T. 79
Sovereigns, Bank Buying Rate \$2.24
Gold Leaf 100 touch, per tael 63.93
Bar Silver 22 13/16

OPIUM QUOTATIONS.

To-day's quotations are as follows:—
MALWA NEW @ \$ 960/80
" LAST YEAR @ 1,000/1,020
" OLDEST @ 1,060/1,110
PATNA NEW @ 1,050
BENARES NEW @ 1,040
PERSIAN (PAPER) @ 700/750

To-day's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship

"THALES,"
Captain Robson, will be despatched for the above Ports, on FRIDAY, the 17th instant, at 11 A.M.

For Freight or Passage apply to
DOUGLAS LARPAIK & CO.,
General Managers.
Hongkong, 14th April, 1903. [465e]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAMSUI.
THE Company's Steamship

"HAILONG,"
Captain Gibson, will be despatched for the above Ports, on FRIDAY, the 17th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LARPAIK & CO.,
General Managers.
Hongkong, 14th April, 1903. [467e]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship

"AUSTRALIAN,"
Captain Helms, will be despatched for the above Ports, on WEDNESDAY, the 6th May, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 14th April, 1903. [468e]

To-day's Advertisements.

THEATRE ROYAL, CITY HALL.

Lessees and Proprietors {Mr. C. A. POLLARD,
Mrs. N. CHESTER.

POLLARD'S LILLIPUTIAN OPERA COMPANY.

TO-NIGHT AND TO-MORROW NIGHT
(TUESDAY) and WEDNESDAY,
"BELLE OF NEW YORK."

THURSDAY and FRIDAY,
"LA MA-COTTE."

NEXT SATURDAY AFTERNOON
at 3.30 P.M. sure.
GRAND MATINEE,
"LA MASCOTTE."

SATURDAY NIGHT and MONDAY,
The Ever Popular,
"A GAIEITY GIRL."

PLAN at ROBINSON.
Late Trams and Ferries. Prices as usual.
A. H. POLLARD,
Manager.
Hongkong, 14th April, 1903. [422e]

PUBLIC AUCTION.

THE GRAND SALE OF CLOISONNE WARE.

will take place
TO-MORROW,
(WEDNESDAY), the 15th April, 1903,
at 10 A.M.,
at their
SALES ROOMS, No. 8, Des Vaux Road,
Corner of Ice House Street,
Catalogues will be issued.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 14th April, 1903. [464e]

FOR SALE.

A NEW MINIATURE BILLIARD TABLE with CUES and BALLS.

For Particulars, apply
"P.G."
C/o Hongkong Telegraph.
Hongkong, 14th April, 1903. [465e]

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

In the Goods of EDMUND LOUIS COMAR, LATE OF THE RIZERIE YEE CHEONG, CHOLON, IN THE FRENCH COLONY OF SAIGON, COCHIN CHINA, ENGINEER, deceased.

NOTICE is hereby given that His Honour the Chief Justice has, in virtue of Section 58 of Ordinance No. 3 of 1897, made an Order limiting to the 10th day of October, 1903, as the time for Creditors to send in their Claims against the Estate of EDMUND LOUIS COMAR, late of the RIZERIE YEE CHEONG, Cholon, in the French Colony of Saigon, Cochinchina, Engineer, who died on the 10th day of February, 1903, at the Peak Hospital, Victoria, in the Colony of Hongkong, and Probate of whose Will was granted by the Supreme Court of Hongkong in its Probate Jurisdiction on the 19th day of March, 1903, to HERBERT JOHNSON GEDGE, of Victoria aforesaid, Solicitor, one of the Executors named in the Will of the said EDMUND LOUIS COMAR.

NOTICE is also given that all such Claims are to be sent in in writing to the Undersigned prior to the said 10th day of October, 1903, or no Notice will be taken of them.

All persons indebted to the above Estate are requested to make immediate Payment to the Undersigned.

Dated the 14th day of April, 1903.

JOHNSON, STOKES & MASTER,
8, Des Vaux Road Central, Hongkong,
Solicitors for the said Executor.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship

"LOONGSANG,"
Captain Weigall, will be despatched as above on FRIDAY, the 17th instant, at 4 P.M.

This Steamer has Superior Accommodation for First-class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 14th April, 1903. [461e]

COMPAGNIE DES MESSAGERIES MARITIMES.

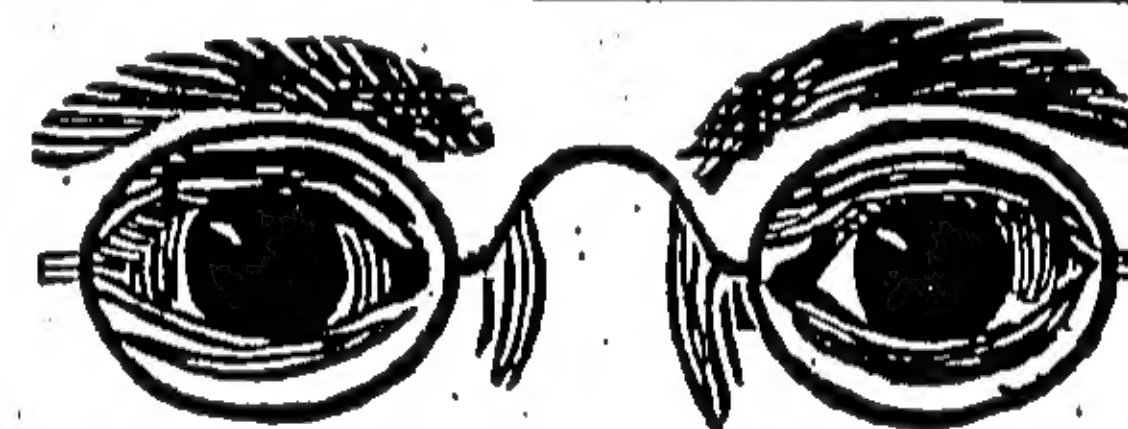
PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"CALEDONNIEN,"
Captain will be despatched for the above Ports on or about MONDAY, the 20th instant.

For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.
Hongkong, 14th April, 1903. [460e]



THE HISTORY

Of impaired and lost eyesight, cataracts and other diseased conditions of the eyes is generally associated with delay in getting first glasses, cheap spectacles, tramp spec, bungling of incompetents and the indiscriminate wearing of others' discarded glasses.

ONLY ONE PAIR OF EYES

To last a life time. Keep them healthy and enjoy comfortable and perfect vision to the greatest age by getting your glasses fitted by

N. LAZARUS,
OPHTHALMIC OPTICIAN,
OF LONDON AND CALCUTTA.

Consulting Room: No. 16, Queen's Road Central.
Entrance through Mr. R. Houghton's Tailoring Establishment, nearly opposite Hongkong Hotel. [6e]



BUCHANAN

BLEND

SCOTCH WHISKY



JAMES BUCHANAN & CO.

SCOTCH WHISKY DISTILLERS.

By Appointment to

H.M. THE KING

and

HRH. THE PRINCE OF WALES

CAN BE OBTAINED FROM

LANE CRAWFORD & CO.

AND ALSO THE WHOLESALE STORES

AND FIRST CLASS HOTELS AND CLUBS

Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LD.
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	"KEEMUN"	On 17th April.
GLASGOW AND LIVERPOOL	"PATROCLUS"	On 24th April.
GLASGOW AND LIVERPOOL	"CALCHAS"	On 30th April.
GLASGOW AND LIVERPOOL	"HYSON"	On 9th May.
GLASGOW AND LIVERPOOL	"AJAX"	On 18th May.
GLASGOW AND LIVERPOOL	"ANTENOR"	On 25th May.
GLASGOW AND LIVERPOOL	"PECEUS"	On 1st June.

S.S. "KEEMUN" left Singapore 12th instant a.m., and is due here 17th instant.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
*LIVERPOOL via MARSEILLES	"PING SUEY"	On 18th April.
MARSEILLES AND LONDON	"DEUCALION"	On 24th April.
MARSEILLES, LONDON & ABERDEEN	"JASON"	On 30th April.
*LIVERPOOL via GENOA	"AGAMEMNON"	On 17th May.
MARSEILLES AND ANTWERP	"TANTALUS"	On 24th May.
LONDON	"PATROCLUS"	On 30th May.
	"HYSON"	On 9th June.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"KEEMUN"	On 18th April.
	"AJAX"	On 20th May.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 14th April, 1903.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"HANGCHOW"	15th instant.
TIENSIN	"KWEIYANG"	16th "
SHANGHAI	"KIUKIANG"	17th "
MANILA	"TAIYUAN"	21st "
THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	21st "
KOBE and YOKOHAMA	"TSINAN"	26th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

§ See Special Advertisement.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 14th April, 1903.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon carried.—All the most up-to-
date arrangements for comfort of Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	Saturday, 18th April, at 10 A.M.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	Saturday, 25th April, at 10 A.M.
PERLA	1980	J. McGinty	MANILA (via AMOY)	

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 11th April, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF
JAPAN, MOJI, KOBE AND YOKOHAMA,PORTLAND OREGON,
OPERATING IN CONNECTION WITH
THE OREGON RAILROAD AND NAVIGATION COMPANY

Steamship	Tons	Captain	To Sail
"INDRAVELLI"	4,899	W. E. Craven	April 20, 1903.
"INDRAPURA"	4,899	A. E. Hollingsworth	May 14, "
"INDRASAMHA"	5,197	R. P. Craven	June 14, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers	Captains	Sailing Dates.
FOR ANPING	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 15th April.
FOR TAMSUI	"DAIGI MARU"	T. W. Groves	SUNDAY, 19th April.
FOR FOCHOW	"ANPING MARU"	J. Goto	WEDNESDAY, 22nd April.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	SUNDAY, 26th April.

* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried. All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's. Steamers will go alongside the Co.'s Pontoon at the Customs water-front premises at Tamsui to land all passengers and cargo. By the Co's steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co's Local Branch Office, at No. 2, Des Voeux Road Central.

Hongkong, 8th April, 1903.

T. ARIMA, Manager.

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY,
LIMITED.HONGKONG-MANILA,
REDUCED SALOON PAS-
SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric Light. First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried. BUTTERFIELD & SWIRE, Agents.

Hongkong, 10th January, 1903. [35e]

STEAM TO CANTON.

FRENCH MAIL

Twin Screw S.S. "SAN CHEUNG," 951 Tons, Captain Murphy, leaves HONGKONG for CANTON at 5.30 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving Canton at 5 P.M. Unexcelled Accommodation for First Class Passengers. Hot and Cold Water lead on by Pipes to each Cabin. Ship lighted throughout by Electricity. Passage Fare \$3.00 Single Journey. Meals \$1.00 each.

The Company's Wharf is East of the Hongkong Harbour Master's Office, and West of Canton Boat Co.'s Wharf.

CHEUNG ON S.S. CO., LTD.
Hongkong, 17th January, 1903. [70e]

WING ON STEAMSHIP COMPANY.

HONGKONG-MACAO LINE.

THE Steamship

"CHU KONG," Capt. Mason.

Departures from HONGKONG to MACAO, Daily, at 8 A.M. SUNDAY including.

Departures from MACAO to HONGKONG, Daily, at 2 P.M. SUNDAY including.

This Steamer is the fastest and has Superior Cabin Accommodation.

FARES:

1st Class.....\$2.00

2nd ".....1.00

3rd "......50

Further Particulars may be obtained at the Office of the

WING ON STEAMSHIP CO.,
No. 42, Bonham Strand West.
Hongkong, 10th March, 1903. [87e]

"SHIRE" LINE OF STEAMERS.

Steamship Service to

NEW YORK VIA PORTS AND SUEZ CANAL,
(With Liberty to call at the
PHILIPPINE PORTS).

THE First Class Steamer

"PEMBROKESHIRE,"

will be despatched on or about 15th May.

For Freight apply to

SHEWAN, TOMES & CO.,
Agents.

Hongkong, 25th March, 1903. [378e]

TOYO KISEN KAISHA

MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.

Captain.

Tons.

Sailing Date.

ROHILLA MARU.....E. P. Bishop.....3,869.....Saturday, 18th instant, at 11 A.M.

ROSETTA MARU.....N. Tate.....3,876.....Wednesday, 22nd instant, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

K. NAKASHIMA, Manager.

Hongkong, 14th April, 1903. [171e]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

FIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

The Company's Steamship

"FRANZ FERDINAND,"

Captain Martinelli, will be despatched as above on THURSDAY, the 16th instant, P.M.

For Information as to Passage and Freight apply to

SANDER, WIELER & Co.,
Agents,
Prince's Buildings.

Hongkong, 3rd April, 1903. [315e]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO

YOKOHAMA AND KOBE.

THE Company's Steamship

"CHINA,"

Captain Mosca, will leave for the above places on FRIDAY, the 17th instant, P.M.

For Freight or Passage, apply to

SANDER, WIELER & Co.,
Agents,
Prince's Buildings.

Hongkong, 9th April, 1903. [451e]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"NAMSANG,"

Captain Geo. Payne, will be despatched as above on SATURDAY, the 18th instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 10th April, 1903. [458e]

Shipping.

STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer

"KWONG CHOW,"

1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 5.30 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving Canton at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare \$4 Single Journey. Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHU ON S.S. CO., LTD.
Hongkong, 14th March, 1903. [322e]

FOR CHEFOO, NAGASAKI AND VLADIVOSTOCK.

THE Steamship

"SAVOIA,"

Captain Deinat, will be despatched for the above Ports TO-MORROW, the 15th instant, at Noon.

This Steamer has Superior Accommodation for First Class Passengers and carries a Doctor.

For Freight or Passage, apply to

HAMBURG-AMERICA LINE,
Hongkong Office.

Honkong, 14th April, 1903. [426e]

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER HAMBURG-AMERICA LLOYD.

STEAM FOR

SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"HAYERN,"

of the NORDEUTSCHER LLOYD, Captain H. Blecker, due here with the outward German Mail about THURSDAY A.M. will leave for the above Places about 12.24 hours after arrival.

NORDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
Agents.

Hongkong, 11th April, 1903. [563e]

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL

(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903.

"RICHMOND CASTLE" About 20th April.

"AFRIDI".....5th May.

"SAGANI".....23rd May.

For Freight and further information, apply to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 4th April, 1903. [339d]

Hotel.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR

AND

BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Passenger Elevator to each Floor.

Table D' Hote at Separate Tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 23rd October, 1902. [1116d]

PERSEVERANCE LODGE OF

HONGKONG, No. 1, 165.

A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, Zealand Street, on THURSDAY, the 16th instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 13th April, 1903. [460e]

AN APPEAL.

THE SUPERIORES OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing (Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required).

The Superiors will also be most grateful for any FAPER, or old ENVELOPES to be made into books for the Children of the Poor School, who are taught by the Sisters.

Hongkong, 22nd April, 1903.

Shipping.

Arrivals.

DHARWAR, Swedish bark, 1,270, A. P. Lason, 11th April.—Remains 14th Dec.

SANDALWOOD.—Jardine, Matheson & Co.

ZABAGO, British steamer, 1,611, R. Rodger, 13th April.—Manila 11th April, General.—Shewan, Tomes & Co.

KAGOSHIMA MARU, Japanese steamer, 2,731, K. Kori, 13th April.—Singapore 7th April, General.—Nippon Yusen Kaisha.

GLAUCUS, British steamer, 3,580, J. Barr, 13th April.—Yokohama via Ports 31st Mar, General.—Butterfield & Swire.

PAOTING, British steamer, 1,072, Caswell, 13th April.—Shanghai 9th April, General.—Butterfield & Swire.

ROSSIJO, Russian steamer, 1,374, G. Steinas, 13th April.—Chinkiang 8th April, Ground.—E. A. Trading Co.

KWONGSANG, British steamer, 1,427, P. M. B. Lake, 13th April.—Shanghai 10th April, General.—Jardine, Matheson & Co.

DAPHNE, German steamer, 1,290, E. Schipper, 13th April.—Java 5th April, Sugar.—E. A. Trading Co.

KWANGTAH, Chinese steamer, 1,536, W. H. Lunt, 13th April.—Shanghai 10th April, General.—C. M. S. N. Co.

LYEEMOON, German steamer, 1,238, T. Lehmann, 13th April.—Shanghai 9th April, General.—Siemens & Co.

VERONA, German steamer, 3,038, H. N. Spies, 13th April.—Moji 8th April, Coals.—Mitsui Bussan Kaisha.

YONEMARU MARU, Japanese steamer, 1,959, H. Yamamoto, 13th April.—Moji 8th April, Coal.—Order.

EMPRESS OF INDIA, British steamer, 3,093, O. P. Marshall, R.N.R., 14th April.—Vancouver 24th Mar, and Shanghai 11th April, Mails and General.—C. P. R. Co.

SCHEN, German steamer, 3,118, W. Franke, 14th April.—Yokohama 4th April, Mails and General.—Melchers & Co.

TSURUGISAN MARU, Japanese steamer, 2,559, J. Naraaki, 14th April.—Kutchinotzu 9th April, Coal.—Mitsui Bussan Kaisha.

HAILONG, British steamer, 783, S. Gibson, 14th April.—Tamsui 9th April, Amoy 11th and Swatow 14th, General.—Douglas, Lapraik & Co.

JAVA, British steamer, 2,631, G. W. Gordon, R.N.R., 14th April.—Shanghai 11th April, General.—P. & O. S. N. Co.

CANTON, British steamer, 1,110, D. F. Lawrence, 14th April.—Swatow 13th April, General.—Jardine, Matheson & Co.

TYR, Norwegian steamer, 1,418, D. L. Danielson, 14th April.—Hongkong 11th April, Coal.—E. A. Trading Co.

CHINA, Austrian steamer, 3,855, F. Mosco, 14th April.—Trieste 6th Mar, and Singapore 8th April, General.—Sander, Weller & Co.

LOONGSANG, British steamer, 1,090, G. S. Weigall, 14th April.—Manila 12th April, General.—Jardine, Matheson & Co.

Clearances at the Harbour Office.

Chikong, British str., for Macao.

San Cheung French str., for Canton.

Maidzuru Maru, Japanese str., for Swatow.

Kwang ang, British str., for Canton.

Hoi Ho, British str., for Canton.

Lyeemooon, German str., for Canton.

Pooting, British str., for Canton.

Kohichang, German str., for Bangkok.

Wo Kwai, Chinese steam-launch, for Wuchow.

Chanwai, British str., for Wuchow.

Chiyuen, Chinese str., for Shanghai.

Saining, Chinese str., for Wuchow.

Kwangchow, British str., for Canton.

Puk Kong, British str., for Canton.

Wingchao, British str., for Macao.

Fritthof, Norwegian str., for Hoihow.

Haimun, British str., for Swatow.

Glucius, British str., for Singapore.

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns and in so doing respectfully urge the managers of shipping firms to give orders to their clerks to furnish the office, on the forms already supplied gratis, with the latest available information every day.

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